Washington's Greatest Drug Store 904 F Street

Most for Your Money

In Quantity In Quality In Desirability

Monday and Tuesday



FOR WEAK, RUN-DOWN CONDITIONS

Why is it that men and women rush through life at such speed, regardless of tired bodies, exhausted brains, overtaxed stomachs and sleepless nights, with only one object in view—accumulating money—until they are run-down, debilitated, weak and nervous, suffer from headaches, indigestion and sleepless nights, and know nothing of the joys of living?

The Boards of Health in cities and towns all over this country have awaken-

ed to the fact that mortality is on the increase and are forming Hygiene De-partments with the object of teaching the people the necessity of conserving health and vitality by exercises and right living.

TREATMENT—If you are weak, nervous, all tired out, generally run-down, and without strength, energy or appetite, restless and cannot sleep—work less, exercise more, eat nutritious food and take

The Great OL, Strength Creator

It will supply iron to the blood, in the most easily assimilated form, and the medicinal, tissue-building extractives of fresh cod livers, aided by the tonic properties of beef peptone contained in Vinol will create a good, healthy appetite, strengthen your digestive organs, and the weakened, orn-out nervous system, and make you eat better, sleep better, and feel

If you think Vinol is unable to overcome your weakened, nervous run-down condition, read what it has done for others.

Patent Reme	dies
Seltzer. 19¢, 39¢	& 65¢
25c Carter's Liver Rills	15¢
\$1.60 Fellows' Syrup Hypophosphites	98¢
35c Fletcher's Castoria	216
\$1.00 Pinkham's Vegetable Compound	750
\$1.00 Pinaud's Eau de Quinine	694
50c Pinaud's Eau de Quinine	356
25c Tig. for tender	19¢
Listerine. 15¢, 33¢	& 59¢
25c Mentholatum (genuine)	14¢
50c Gastrogen Tablets	396
25c Coryza Tablets, Bristo Meyers	196
\$1.00 Young's Ab- sorbine, Jr	75¢
\$1.25 Elixir Lactopeptine	\$1.00
6 Y-0 A L HOS-	
phagen \$1.00 Liquid Peptonoids	
\$1.00 Pertussion (Taeshner)	750

Toilet Articl	es
25c Pond's Extra Vanishing Cream	18¢
50c Pond's Extra Vanish- ing Cream	35¢
Lavoris 19e, 39e : 25c Peroxide Cold Cream	15¢
15c Turkish Rose Cloths	10¢
25c Parker Pray's Rosaline	18¢
25c Resinol Shaving Stick	18¢
25c Williams' Shaving Stick	18¢
25c Mennen's Shaving Cream	18¢
Pompeian Night Cream, 1 and 58c.	9e, 20e
10c Jergen's Violet Glyce- rine Soap, 3 for	19¢
25c Woodbury's Facial Soap	18¢
25c Pyrodento Tooth	18¢
\$1.00 Pyrodento Liquid Mouth Wash	69¢
25c Emetine Tooth Paste	19¢
4711 Cologne— Small size	31e

Pint Bottle

Dobell's Solution,

15c

Powders

Best Castor Oil,

Double Distilled Hazel, 3-oz. Bottle, Pint Bottle,

15c 10c

Beef Iron and Wine. The Tonic for All Seasons.

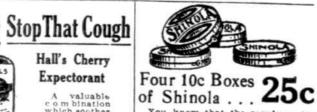
Pint Bottle,

35c

Best Black Pepper

Perfect Seidlitz That is what you get when you buy them here. Every powder is

guaranteed to be fresh and ready to use at all times. They are packed in air-tight tin boxes. 18¢



which soothes and disinfects the air pas-siges, loosens

Hall's Cherry

Expectorant

the phlegm and eases the

Price, 25c, 50c

Elixir Iron, Quinine and

You know that the regular price of Shinola Shee Polish is 10c a box, and that four boxes are 40c worth. Monday and Tuesday we'll sell four 10c boxes of Shinola at 25c.

Laxative Quinine Tablets break up a sold in a few hours; 19c

LOZENGES.

Sulphur as a blood purifier has been known to the medical profession for hundreds of years. Its use cleanses the system and clears the complexion. It has also been found useful in many cases of chronic rheumatism, particularly so in rheumatism, particularly so in rheumatism, particularly so fa gouty tendency. 25c box. 10c

Special

The Best Spring Medicine

SULPHUR & CREAM OF TARTAR

Lithia Tablets

on and very efficient remedy which is being used with great success and prescribed by

Strychnine

Pesky Corns Dissolved The meanest, sorest corn, bunion or callous can be removed without pain with

KORN PAINT

Neither Railway Workers Nor Managers Permitted to Strangle Business.

PUBLIC MUST BE HEARD

Transportation Is Vital Factor in Extending Country's Commerce at Home and Abroad.

By JOHN J. FARWELL
John V. Farwell, of Chicago, who
heads the great business house bearing his name, is recognized as one
of the leading merchants of the country. As such he is particularly well
qualified to speak for the business interests of the nation. Mr. Farwell
has been in active business in Chicago
for a quarter of a century and has for a quarter of a century and has been identified with many important public movements. He was presi-dent of the National Citizen's League

dent of the National Citizen's League
which organized and carried through
the business men's campaign that resuited in the adoption of the Federal
Reserve Law. He is a member of
the Yale Corporation, president of the
Boasi of Trustees of Lake Forest
University and president of the Board
of Trustees of the Y, M. C. A.
Transportation and credit are the life
blood of commerce. Stop either of them
and the industries of the country would
quickly die. Check them and business
everywhere would feel the stagnating effect. The whole scheme of production
and merchandising in operation today
would be impossible without our rapid,
efficient and cheap railway transportation, and our highly and excellently organized credit system.

ganized credit system.

Much thought and discussion are being devoted to the extension of our trade devoted to the extension of our trade to foreign markets, and to the credit, transportation or other means to enable us to retain a share in the trade of other countries after the present abnormal conditions have passed. For all American growers and manufacturers except those located directly upon the seaboard, the factor of a railroad transportation is one of the determining influences affecting their ability to compete for foreign trade. for foreign trade.

Railway Rates and Business. The ibility of the North Dakota farmer the Michigan lumberman or the Texas cotton-grower to sell his product profit-ably in Liverpool or any other foreign market may depend largely upon the rea-sonableness of railway rates. Other na-tions have appreciated this and have made use of it in extending their foreign commerce. The great success of Ger-many, in the period preceding the pres-ent war, in building up her trade in highly competitive outside markets was due in some measure to her readiness to make very low railway rates on export

products.

To the business men of the United States foreign trade, important as it is, remains a matter of far less importance than domestic business. No merchant or manufacturer needs to be told of the important role played by the machinery of transportation in the latter field. There is not a chamber of commerce or board of trade in any city of size but has its special traffic bureau or committee, and that is usually the busiest department of the whole organization. Questions of traffic facilities and rates engross a great part of the attention of every man doing an extensive business. In hundreds of cases his ability to sell in a particular market is determined by this factor

Great general credit disturbances have undoubtedly been prvented by the pas-sage of the Federal Reserve Act and the organization of credit made possible by its provisions.

This other great factor in commerce,

This other great factor in commerce, railroad transportation, is still subject to great disturbances, and there is need of much public education and discussion before the difficult problem will be equally well solved. At present we can only well solved. At present we can only move slowly and carefully toward the move slowly and carefully toward the move slowly and carefully toward the way of their capital.

The matter of the occurs to me that they at least have less cause for complaint than most others. Wages" by Chief Statistician Meeker. The matter of the occurs to me that they at least have less cause for complaint than most others. When I consider that the average loco-

value of the goods handled. The point of importance is that all railway income. and consequently all railway outgo, is paid by the business public. In view of the vital relation of transportation service to business welfare, it is obvious that whenever the cost of transportation rises above a normal and legitimate level it becomes a tax upon the business com-munity. Anything that affects transportation cost becomes a matter of direct concern to all business men and to all

onsumers.

The money that the railroads collect for their services is expended for a variety of purposes. The largest single item of expenditure is for wages. Statistics show that 63 cents out of every dollar paid out by the railroads goes to meet the payroll. Aside from the wages, the cost of equipment and other improvements taxes persons and interest types. ments, taxes, pensions and interest upon indebtedness account for some of the larger expenditures. If anything is left

to the creation of a reserve fund or in



Will quickly remove them. Sample Each Free by Mail

Why should Government Money be spent for an Armor Factory?

To the Members of Congress:

The Senate has passed a bill to spend \$11,000,000 of the public's money to build an armor plant. The measure is now before the House of Representatives.

There can be only two possible reasons for such an expenditure:

First That existing private armor plants have insufficient capacity to supply the needs of the country; or Second That a Government plant would produce armor at a lower price than must be paid to private

The Bethlehem Steel Company maintains that neither of these reasons prevails: Because

Capacity. The three existing private armor plants, which are admittedly efficient, have a capacity of 32,000 tons a year. The estimated needs of the Navy for the next five years will call for only 24,000 tons a year—not enough to absorb the possible output of existing plants.

Second Price. The Bethlehem Steel Company has offered to manufacture one-third, or such additional quantity as may be awarded to it, of the armor-plate required for the contemplated five-year naval program, at a price of \$395 for side armor, as compared with the price of \$425 now obtaining. The proposed price is lower than has been paid by the Government for more than ten years.

If the foregoing price is not satisfactory, we will agree to permit any well-known firm of chartered public accountants or the Federal Trade Commission to inventory our plant and make careful estimates of the cost of manufacture; with that data in hand we will meet with the Secretary of the Navy and guarantee to manufacture armor at a price which will be itself quite as low as the lowest price at which the Government could possibly make it, taking into account all proper charges.

The Senate Bill contemplates a plant to make 20,000 tons a year, leaving only 4,000 tons above estimated needs to be made in private plants having 32,000 tons capacity and useless for any other purpose. The effect of building a government plant will be to kill the private industry: there would not be enough work for both Government and private plants.

> Before the Senate Committee on Naval Affairs on January 25, 1916, Rear-Admiral Strauss, Chief of the Naval Bureau of Ordnance, gave this testimony:

> Question by Senator Chilton: Admiral, what are the advantages, if any, to the Government in having three er-more privately run plants, if the Government could get its armor plate at a fair figure?
>
> Admiral Strauss: There is no doubt that having munition plants of any sort actually being operated in the country is a valuable esset.
>
> Senator Chilton: Would it be on the whole better for this Government to have privately run plants, if they would furnish armor at a fair profit?
>
> Admiral Strauss: If the private firms will furnish armor at a fair profit and will continue to do so under all conditions, I see no especial advantage to the Government in going into the business. Senator Pittman: Admiral, is it only a question of price; is that the only question that is disturbing this Gov

Existing plants are ample for all requirements; the price proposition which has been made assures to the Government every protection.

We therefore submit that the proposed plan is wasteful as an expenditure and unwise as a policy.

CHAS. M. SCHWAB, Chairman EUGENE G. GRACE, President

Bethlehem Steel Company

mail conclusion. Many facts, however, stand out prominently.

Three Billions for Transportation.

The people of the United States paid to the railways last year a transportation of a railway stem as are tracks and pillion of the railways last year a transportation of a railway system as a retracks and proximately three-fourths was for the carrying of goods. This sum seems a large one, but it sinks to a very modest percentage when compared with the total value of the goods handled. The point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance is that all salience of the point of importance in their capital to Railways.

Surplus Essential to Railways.

S terminals, for without them it is impossible to attract the capital required for improvements and extensions. What investor, large or small, will voluntarily put his money in a stock that he thinks has a doubtful future, because of limitation of income and constant increase of expense. That is the principal reason why railroads are not able to supply facilities adequate to the business needs of the country today.

As the people have a right to demand adequate facilities, they also have their hight to demand that no body of men, whether railroad officials or labor union leaders, shall create conditions which will make such a demand difficult of realization.

Solution for without them it is impossible to attract the capital required for improvements and extensions. What in compare their hours, labor and sible to attract the capital required for improvements and extensions. What in those with those of the average manual through the company of the country to door, and to previously demand that the Daughters of the American Revolut.on, the foreign night whose income and the Daughters of the American Revolut.on, the foreign night whose income is far less, it seems that in all fairness they are well paid. And in the light do not be reliable to of men than those who handle our trains I do not because of the direction of photographs of the chours, labor and now an officer of the commander of a Tech cadet company, and now an officer of the other classes next Wednesday evening. Bustinual fairness they are well paid. And they clearly the close of the other classes next Wednesday evening. Bustinual fairness they are well paid. And they clearly the close of the other classes next Wednesday evening. Bustinual fairness they are well paid after the closing of the other classes next Wednesday evening. Bustinual fairness they are devening the world.

The finest collection of photographs of the Wilson Normal School Wedness and a state with all my power is that will be point that I wish to make and to make and the principal report

Wages and Cost of Living.

man, whether he knows it or not, has a cost of living interest in this present controversy between the trainmen and the railroads.

It is true at the present time, owing to the rush of war shipments and to a resulting increase in domestic trade, that railway earnings are showing marked improvement. But it is an accepted principle of business that peak earnings, due to exceptionally favorable considering, cannot be accepted as a justification for an increase in permanent charges such as this advance in wages would involve.

Public Must Share in Decision
Years ago when the Knights of Labor were in the field, the railroads took the position that the struggle then under way was a private affair, and that "there was nothing to arbitrate."
The present labor unions have in the past helped to show both to the public and to all railroad managers the unreasonableness of such a position on the part of a public carrier.
Conversely there can be no privileged class of labor which can claim in effect that it has a right to raise prices on all that it has a right to raise prices on all

The statement issued some weeks ago

Wages and Cost of Living.

No other wage rate or price question is so thoroughly imbued with a public interest as are those connected with rail-roads. A general increase in railroad rates affects indirectly the price of every commodity. If an increase in wages increases rates, as it inevitably must, under present conditions, it will also have the same effect. Every individual, especially the farmer and the laboring man, whether he knows it or not, has a cost of living interest in this present.

The statement issued some weeks ago by the leaders of the railway unions took the position that the question of where the railroads would obtain the money needed to meet the advance in the provide the provide the policies and the policies and the provide the advance in the provide the policies and the pol

At the neighborhood meeting of the Parents' League last night, at Wilson Normal School, two playlets, "A Pair of Lunatics" and "Down at Busby's Corner," were presented under the direction of Edward Muth.

The June status of the Normal School, and a students of the Normal School, and a number of invited guests at an informal social gathering held Friday night.

It has been decided to hold the Shakespearean the status of the Normal School, and a students of the Normal School and a s

the following officers: President, Norman Kaletski; vice president, Miss direction of Dr. Hamlin Cogswell.

the deicsion of the judges for the Daniel Webster Club at a recent de-Monroe Boys' Club repeated its presentation of "A Study in Black and White" at the Normal School Thursday night.

The June graduating class of Business High School last week elected

Doctor Says Nuxated Iron Will Increase Strength of Delicate

dition, cannot be accepted as a justification for an increase in permanned charges such as this advance in wages. The properties of the public and that the public serving of the public serving the possible—of course it is not to to a fail abor which can claim in effect arrings, so that they would rise and the public serving the public serving the serving that the district there might be serving the public serving the servi